



# Transmission & Interchange Services

## Transmission Reservations and Scheduling

**423.697.4123**

**Rocky Roberts**

**[rlroberts@tva.gov](mailto:rlroberts@tva.gov)**

**Randy Haynes**

**[rehaynes@tva.gov](mailto:rehaynes@tva.gov)**

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# Breakout Objective

- Forum for discussion
- Solicit suggestions from Transmission Customers
- Review and evaluate customer feedback



# TVA's Transmission System Services

- TVA provides transmission service on a nondiscriminatory, as-available basis to eligible customers requiring power transfers out of or through the TVA system. TVA also provides interconnection services to independent power producers consistent with sound reliability practices.

# Using the TVA Transmission System

- Using the TVA Transmission System
  - Arrangements for transmission services, including ancillary services, can be made through the Open Access Same-Time Information System (OASIS) under a point-to-point or network transmission service agreement. TVA provides detailed guidelines for customer use in applying for, reserving, and pricing transmission service. For details see:
    - TVA's Transmission Service Guidelines, 2005 Edition
    - Posted on TVA's OASIS website
    - Website---  
<http://www.tva.gov/power/guide2005.pdf>

## BACK TO THE FUTURE, BUT BETTER

- The Transmission Provider functions and the Interchange Authority functions have been merged into a single group with dual roles.
- Objectives of the merger:
  - Improve customer service in order for TVA to remain an industry leader in transmission services
  - Provide “bench strength” by having a larger rotational group to better manage the “unpredictable” such as health issues, staffing during unusual events or rotational assignments
  - Allows dual coverage of a single desk for the 12 hour day shift, Monday-Friday, one operator at other times.

## HOW IT WILL “LOOK”

- A “real time” desk will be staffed by a 7 person rotation.
- A “next day” desk will be created, staffed by a designated operator who is not in the shift rotation. This desk will be responsible for managing reservations and scheduling outside the “real time” environment.
- This arrangement will provide an improved continuity of service and consistent disposition of the reservation and scheduling requests in their respective time frames.

- Existing ATC methodology only decrements interface based on contract path, i.e. only decrements the interface involved in the TSR.
- AFC process calculates new interface AFC/ATC after each TSR is approved. This includes impacts on ALL interfaces.
- OASIS will require enhancements to handle new ATC decrementing.

- Utilize MUST AFC engine to calculate AFC for each time period.
- Utilize PAAC ATC engine to apply business rules and calculate ATC per path
  - Based on most limiting flowgate and TDF on a path
  - Honors JRCA AFC's and>NNL/Allocations
  - Creates output for OASIS ATC update



# Points of Interest

- Approve/deny actions of original schedule requests or modifications to existing schedules subject to; “Ability of generation maneuverability to accommodate the indicated energy profile (i.e. **verify ramping capability, availability**) - NERC Policy 3, section 1.6. ***The new NERC Standard INT-002-0 uses this language,*** “Energy Profile (ability to support the magnitude of the transaction): and “Ramp (ability of generation maneuverability to accommodate)”. R5 in that same section of the Standards goes on to state, “**shall operate such that Interchange Schedules do not knowingly cause any other systems to violate established operating criteria**”.
- Management of Interface Scheduling- “the maximum...Interchange Schedule between any two Balancing Authorities does not exceed the lesser of: the total capacity.. for transmission facilities, OR the...Total Transfer Capability between BA’s

# Points of Interest “continued”

- Balancing Authorities are charged with “**assessing and approving or denying** the Interchange Transaction,” Standard INT-002-0, Section B, R3
- TVA is considering the implementation of an “road-show training session”
  - TVA personnel would visit areas central to customers for a meeting to discuss areas of concern, improvement and or change.
  - Customers would gather from within a reasonable commuting distance to a location where multiple topics could be reviewed and discussed, policy changes introduced and discussed and other issues addressed in a small group environment.

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